

Westerly Westerly Sealord



Year: 1986
Location: Newcastle upon Tyne
LOA: 38' 6" (11.73m)
Beam: 13' 2" (4.02m)
Draft: 5' 6" (1.68m)

Remarks:

Blue water engine, new sails and rigging replaced in 2012 and Technodrive gearbox. Two heads with showers, speed/depth/log, wind speed and DSC VHF.

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Mechanical and Rigging

Construction:

Heavy layup hull in GRP with cast iron fin keel and counter hung spade rudder.
White gel coat topsides with smart navy blue and gold cove line band.
Teak rubbing strake over the hull to deck joint. Grey painted non-slip decks.
Stainless steel bow and stern rails joined by stanchions and uncoated guard wires.
Aluminium mooring cleats located bow, stern and midships with fairleads.
Stainless steel stemhead fitting with double roller. Electric windlass with foot controls.
Centre cockpit with teak topped seating. Cavernous sail locker to starboard.
Uncluttered cockpit with mainsheet track aft. Aft deck with liferaft stowage.
Coach roof with lockable opening deck hatches to cabins and heads. Portlights to the saloon.
Teak handrails allow safe access forward.
Vented and draining gas locker built into starboard side deck. Space for two bottles.

Engine & Electrics:

Vessel powered by a reliable and economical Beta 43 inboard diesel engine.
This naturally aspirated, 4-cylinder, 43hp workhorse was installed in 2014.
The engine is situated in a soundproofed compartment beneath the cockpit.
Technodrive twin disc 2:0 reduction gearbox driving a stainless steel shaft and 3-bladed fixed prop.
The engine has completed 1642 hours and has been well maintained with most recent service in the autumn of 2018 before winterising.
Bank of 3X12V, 100amp batteries providing engine start and domestic power.
Batteries are fitted with a rotary selector style isolator located at chart table.
Fused, 12V panel at chart table with battery condition gauge.
The batteries are recharged via the engine's alternator or by the onboard battery charger when in port.

Sails and Rigging:

Deck stepped, single spreader aluminium spars and boom.
Stainless steel standing rigging renewed in 2012.
Terylene braid on braid running rigging replaced on an ongoing basis.
Mainsheet track mounted aft of wheel for ease of use and uncluttered cockpit.
Boom mounted, slab reefing mainsail with 3 reefs purchased new from Owen Sails in 2015.
Roller furling headsail system with a large capacity drum.
The headsail is also by Owen sails and was purchased in 2018. UV sacrificial strip.
There are two Harken ST48 primary winches, a single Barlow ST23 secondary winch, and two Lewmar ST16 halyard winches.
Spinnaker pole mounted on the deck. Associated spinnaker rigging.
Storm jib with sheets

Inventory

Well equipped blue water cruiser. Included in the sale are:

Plastimo binnacle mounted compass
Raymarine ST60 Speed/Trip/Log
Raymarine ST60 Depth
Raymarine ST60 Wind Speed/Direction
Standard Horizon CP3001 colour chart plotter
Icom M44 DSC VHF
H/H VHF
H/H Garmin GPS
Electric windlass with foot controls

Rocna main anchor with 50M chain
35lb Plough anchor with 10M chain and 40M warp - Small kedge
45Kg Plough anchor with 10M chain and 30M warp - Large kedge
LPG gas detector
Tool kit
Horn
Manual bilge pumps
Electric bilge pump
Navigation lights
Large sprayhood in navy
Navy dodgers with name
Flat screen TV with DVD
Clock & Barometer set
Boarding ladder
Dinghy
Fenders
Warps
2 off Boathooks
Cutlery/Crockery/Utensils
Avon life raft in date until April 2020
First aid kit
Danbuoy with holder
Horseshoe lifebuoy with light
5 off Manual fire extinguishers
Automatic Fire extinguisher in the engine bay
Emergency tiller (2 sections for ease of use and stowage)
Daylight shapes
Bosuns chair
10 off Automatic life jackets with lights
2 off buoyancy aids with lights

Accommodation

Below decks has a volume more in keeping with a 45 footer. This is thanks to her generous 4.00M beam which increases the volume immensely. The yacht can accommodate 8-10 persons making this the ideal family cruiser or liveaboard. You can spend extended periods afloat in this yacht making journeys to far-flung destinations a possibility.

The main saloon is accessed from the cockpit down a removable companionway ladder. The headroom is a good 6 foot plus throughout with the only exception the corridor from the main saloon to the aft cabin. The interior is a combination of teak and mahogany cabinet work and very smart teak and holly flooring. Upholstery is in red velour giving a warm and classy feel to the yacht.

One of the biggest appeals below deck is the amount of natural light and ventilation. Each cabin and the forward heads have opening deck hatches and there are plentiful portlights built into the coachroof. The deck hatches are all lockable for security and peace of mind if leaving the boat for extended periods in isolated locations. On entering the saloon you will find a U-shaped galley to starboard. This area features a stainless steel double sink with hot and cold mixer tap, gas-fuelled Bainbridge Neptune 4500 oven with 2-burner hob and grill and a large capacity top loading isotherm fridge for perishables. The work surfaces are tiled making them easily cleaned. Large cupboard spaces and drawers for storage. Bespoke storage for crockery built into hull units.

Opposite the galley is the chart table/navigation station with forward facing chart table, chart storage, and seat. Also situated here are the 12V switch panel, the Eberspacher heating controls and navigation aids including chart plotter and fixed DSC VHF. Coming aft is a corridor between the saloon and the aft cabin. Here there are situated 2 bunk style berths

fitted with lee cloths.

The aft cabin is very spacious and bright. There is a single berth on the port side and a larger single to starboard. The starboard bunk has an extension allowing this to be made into a double. Lots of storage in hull mounted lockers. 12V reading lights and an opening deck hatch for ventilation. Ensuite heads with Jabsco sea toilet, sink and shower faucet and opening port for ventilation.

Returning to the saloon you find a conventional port and starboard settee berth arrangement either side of a large wooden drop leaved table. The exceptions here are that the port settee can either be a single or made into a double. There is great storage here too with hull mounted lockers and cubby storage. Moving forward there is a large heads with sea toilet and shower on the port side just before the forward cabin. Opposite the heads is the obligatory hanging wardrobe with shelf at the lower end.

The fore-cabin can be used as to singles or with the aid of the infill a sizeable double. Well-upholstered berth cushions, 12V reading lights and opening deck hatch for ventilation make this a pleasant cabin. The vessel has Eberspacher blown air heating onboard with programmable timer function.

Remarks :

The Westerly Sealord was introduced to the yachting public in 1983. The sealord was the new Westerly Flagship and was designed by the renowned and sadly missed Ed Dubois who had successfully designed a number of Westerlys, Southerlys, Centurions and later Waquiez models.

Billed as a genuine "blue water" cruiser, she proved popular with sailors venturing to the more Northern waters. Indeed many Sealords are now in the USA and Canada having completed many an Atlantic crossing. It is said that this boat comes into her element in a blow and will handle the heaviest of weather.

Sleeping 8-10 persons, this is an ideal family or charter cruiser. This particular vessel has had a successful charter career and is now looking to share adventures with a more permanent and discerning boat owner. She is well equipped and in a sail away condition.

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